

THIS PRINT COVERS CALENDAR ITEM NO.: 10.3

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Capital Programs & Construction

BRIEF DESCRIPTION:

Authorizing the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1236R, Third Street Light Rail Project - Mission Bay Loop, with Mitchell Engineering, the lowest responsible and responsive bidder, to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line, in an amount not to exceed \$3,521,115, and for a term of 240 calendar days.

SUMMARY:

- On July 15, 2014, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for SFMTA Contract No. 1236R, Third Street Light Rail Project - Mission Bay Loop (the Project).
- Under the Project, the Contractor will install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line. Other significant work includes paving, traffic signals, sidewalk, street markings, sewer improvements, street lighting, and overhead lines.
- The Mission Bay Loop will provide turn-around capabilities for the southbound T-Third light rail line through a connection from Third Street to 18th, Illinois, and 19th Streets. The loop will facilitate a significant increase in transit frequencies in the Chinatown, Mission Bay, and SOMA neighborhoods.
- The SFMTA received and publicly opened four bids for Contract No. 1236R on August 12, 2014, with Mitchell Engineering submitting the lowest responsive and responsible bid in the amount of \$3,521,115.
- Funding for construction services under this Contract is provided by federal and local sources.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Budget & Financial Plan

APPROVALS:

DATE

DIRECTOR _____ 9/8/14

SECRETARY _____ 9/8/14

ASSIGNED SFMTAB CALENDAR DATE: September 16, 2014

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PURPOSE

The purpose of this calendar item is to authorize the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1236R, Third Street Light Rail Project - Mission Bay Loop, with Mitchell Engineering, as the lowest responsible and responsive bidder, to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line, in the amount of \$3,521,115, and for a term of 240 calendar days.

GOAL

The Work to be performed under Contract No. 1236R will assist in the implementation of the following goals, objectives and initiatives in the SFMTA Strategic Plan:

Goal 2: Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel

Objective 2.2 Improve transit performance

Goal 3: Improve the environment and quality of life in San Francisco

Objective 3.2 Increase the transportation system's positive impact to the economy

Objective 3.3 Allocate capital resources effectively

Objective 3.4 Deliver services efficiently

DESCRIPTION

Background:

The Mission Bay Transit Loop (the Loop) will provide turn-around capabilities for the T-Third light rail line through a connection from Third Street to 18th, Illinois, and 19th Streets. The Loop would afford the southbound train the ability to turn left on 18th Street, travel around the block via Illinois Street and 19th Street, and make the right turn to go northbound on Third Street. The Loop would allow trains to turn around for special events (e.g., baseball games, concerts, street fairs) and during peak periods to meet the projected service needs in the Central Subway Corridor, including the Chinatown, Mission Bay, and SOMA neighborhoods. Allowing half of the trains on the T-Third line to turn around at the Loop will not affect performance for residents of Hunters Point and those living along the 3rd Street corridor because additional train capacity will be added to the turn-around route as part of the Central Subway project.

SFMTA constructed the turnouts from Third Street in 2003 and completed testing in 2006. The turnouts extend over two-thirds of the block on 18th and 19th Streets towards Illinois Street. The new trackwork for the loop will connect to these turnouts.

Scope of Contract:

Work to be performed for the Project includes, but is not limited to, the following:

- Trackwork using a paved direct fixation system.
- Overhead Catenary System (OCS), including trolley poles and foundations, guy wires and contact wire.
- Roadway, sidewalk and curb ramp work, including AC grinding and paving.
- Vehicle Tagging System (VTS), including loops, conduit, pull boxes, ground rods, wire and cable, cabinets and bollards.
- Rail bonding.
- Streetlighting work, including conduit, pull boxes, ground rods, and wire.
- Traction power work, including conduit and cable.
- Traffic signal work, including poles, mast arms, signals, conduits, pull boxes, wire and cable, controllers and bollards.
- Sewer work, including force and gravity mains, steel casings, culverts, manholes and catch basins.

The time allotted to substantially complete construction of the Project is 240 calendar days from the date of the written Notice to Proceed. The Contractor shall complete all remaining work within 90 calendar days from Substantial Completion. Liquidated damages are \$6,000 per calendar day of delay to substantially complete construction and \$2,000 per calendar day of delay in final completion of all remaining Contract work.

Bids Received:

On July 15, 2014, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for Contract No. 1236R in accordance with Board Resolution No. 09-191, which delegates, among other things, the authority to issue bid calls to the Director of Transportation.

On August 12, 2014, the SFMTA received and publicly opened four bid proposals as follows:

	Bidders	Bid Amount
1	A. Ruiz Construction	\$4,691,406
2	NTK Construction	\$3,650,031
3	Mitchell Engineering	\$3,521,115
4	Con-Quest Contractors	\$3,853,073

The engineer's estimate for the work was \$4,201,650. The bid submitted by the apparent low bidder is 16% below the engineer's estimate. Staff has concluded that even though one bid item came in well below the engineer's estimate and one bid item came in well above the engineer's estimate, the low bid submitted by Mitchell Engineering is still reasonable. For example, Mitchell Engineering's bid for the Transportation of California Class 1 (Non-RCRA) Hazardous Waste was below the engineer's estimate. Mitchell Engineering may have a more innovative method to deal with the soil's disposal than the solution anticipated by staff.

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Bidders are required by the California Subletting and Subcontracting Fair Practices Act (Public Contract Code section 4104) to list all subcontractors that will perform more than one-half of one percent of the value of the Contract. Mitchell Engineering listed the following subcontractors:

Subcontractor	Status	Value
F. Ferrando and Co.	SBE	\$141,000
C.F. Archibald		\$75,000

The Contract Compliance Office reviewed the bid proposals and confirmed that Mitchell Engineering will meet the Small Business Enterprise (SBE) participation goal of 25% established for this contract and has committed to meeting the Non-discrimination Equal Employment Requirements of the contract.

ALTERNATIVES CONSIDERED

Most parts of the work could be performed by City staff. The Project team held extensive discussions with Muni Maintenance staff concerning whether the work should be done by in-house staff or contracted. The Loop is critical to providing a short-line turn around for trains once the Central Subway project opens. Project and Muni Maintenance staff concluded that all of the work should be contracted, because a contractor will have greater resources that will better ensure that the work will be timely completed with minimal impact to Muni service.

FUNDING IMPACT

This contract is funded by Local Proposition 1B, Local Proposition K, and Federal TIGER Grant IV funds. All funding for this project has been secured.

The budget and financial plan for this project is presented in Enclosure 2.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The loop initially was reviewed and analyzed in the Environmental Impact Report and Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1. The EIR/EIS was certified by the City in 1998 and the Record of Decision (ROD) for this project was issued in 1999. On October 12, 2012, the San Francisco Planning Department determined that no further assessment was required under the CEQA Guidelines for the Project. An Environmental Assessment was completed in May 2013 for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013. Finally, on August 27, 2014, the Planning Department determined that there were no circumstances occurring since October 2012 that would require additional environmental review under the CEQA guidelines.

This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

The two new grade crossings at 18th Street and at 19th Street require approval from the California Public Utilities Commission. A draft application has been submitted.

The City Attorney's Office has reviewed this calendar item.

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No other approvals are required.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors authorize the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1236R, Third Street Light Rail Project - Mission Bay Loop, with Mitchell Engineering, as the lowest responsible and responsive bidder, to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line, in the amount of \$3,521,115, and for a term of 240 calendar days.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Third Street Light Rail Project - Mission Bay Loop (Mission Bay Loop) is a project to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line; and,

WHEREAS, The Mission Bay Loop would allow trains to turn around for special events (e.g., baseball games, concerts, street fairs) and during peak periods to meet the projected service needs in the Central Subway Corridor, including the Chinatown, Mission Bay, and SOMA neighborhoods; and,

WHEREAS, Other significant work for the Mission Bay Loop project includes paving, traffic signals, sidewalk, street markings, sewer improvements, street lighting, and overhead lines; and,

WHEREAS, On July 15, 2014, the Director of Transportation notified the SFMTA Board of Directors that he had authorized a bid call for San Francisco Municipal Transportation (SFMTA) Contract No. 1236R in accordance with Board Resolution No. 09-191, which delegates, among other things, the authority to issue bid calls to the Director of Transportation; and,

WHEREAS, On August 12, 2014, the SFMTA received and publicly opened four bid proposals in response to the invitation for bids; and,

WHEREAS, The SFMTA determined that Mitchell Engineering, located at 1395 Evans Avenue, San Francisco, CA 94124, submitted the lowest responsive and responsible bid, in the amount of \$3,521,115; and,

WHEREAS, The Contract Compliance Office reviewed the bid proposals and confirmed that Mitchell Engineering will meet the Small Business Enterprise participation goal of 25% established for this Contract and will commit to meeting the Non-discrimination Equal Employment Requirements of the Contract; and,

WHEREAS, The funding for work under Contract No. 1236R will come from Federal grants and local sources; and,

WHEREAS, The Project was initially reviewed and analyzed in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Third Street Light Rail Project Phase 1, which the City certified in 1998; on October 12, 2012, the San Francisco Planning Department determined that no further assessment or supplemental or subsequent EIR was required under the California Environmental Quality Act (CEQA) for the Project under CEQA Guidelines Sections 15162(a)-(d), Section 15163(a)-(e) and 15164(a)-(e); and on August 27, 2014, the Planning Department further determined that there were no circumstances occurring since October 2012 that

would require additional environmental review under the above-referenced CEQA Guidelines. The SFMTA Board relies on the EIR/EIS, the abovementioned Planning Department determinations, and the administrative record for purpose of the actions set forth in this Resolution; these documents and determinations are incorporated herein by reference; and

WHEREAS, The SFMTA conducted an Environmental Assessment under the National Environmental Protection Act, completed in May 2013, for which the Federal Transit Administration issued a Finding of No Significant Impact on July 30, 2013; now therefore, be it

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute San Francisco Municipal Transportation Agency Contract No. 1236R, Third Street Light Rail Project - Mission Bay Loop, with Mitchell Engineering, as the lowest responsible and responsive bidder, to install trackwork around the 3rd Street/18th Street/Illinois Street/19th Street block to create a short line loop for the T-Line, in the amount of \$3,521,115, and for a term of 240 calendar days.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 16, 2014.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2
THIRD STREET LIGHT RAIL PROJECT - MISSION BAY LOOP

San Francisco Municipal Railway Contract No. 1236R

Project Budget and Financial Plan

Cost	Amount
Environmental Assessment Staff Support (SFMTA and Other City Services)	\$183,059
Detail Design Phase Staff Support (SFMTA and Other City Services)	\$870,370
Construction Phase Construction Contract, Contingency, and Staff Support	\$5,183,395
Other Agency Cost Share (approx.)	\$200,000
Total Cost	\$6,436,824

Funding	Amount
Federal TIGER Grant IV Funds	\$4,872,226
Local Proposition 1B	\$1,381,539
Local Proposition K	\$157,000
SFMTA Operating Dollars	\$26,059
Total Funding	\$6,436,824